

# FIREMAN'S JOURNAL.

VOL. I.

SAN FRANCISCO, SATURDAY, APRIL 14, 1855.

NO. 2.

PUBLISHED EVERY SATURDAY  
BY CHARLES M. CHASE & CO.  
Corner of Clay & Kearny Streets, over the Post Office.

CHAS. M. CHASE & CO. JOS. T. PIERSON.  
TERMS, FIFTY CENTS PER MONTH.

THE FIREMAN'S JOURNAL is published every Saturday morning, and is sent to City Subscribers at Fifty Cents per month, payable to the Carriers. It will also be mailed for six months for \$2.00, or \$5.00 a year, payable in advance.

All communications, connected with the editorial department, to be addressed to the editor, post paid, on business, to the Publishers.

No attention whatever will be given to anonymous communications. Any person wishing articles published in the "Journal" must accompany them with the name of the author.

Advertisements will be inserted at the lowest rates. All descriptions of Job Printing attended to promptly.

## BUSINESS CARDS.

**DE H. M. GRAY,**  
Corner of Clay and Dupont streets.

**JOSEPH CAPPRISSE,**  
CARPENTER AND BUILDER.  
Brenham Place, near the Monument and Engine House.  
Jobbing and repairing in all kinds of wood work.

**THOMAS & GOUGH,**  
ATTORNEYS AT LAW.  
Office No. 7, Phoenix Block, Clay Street.

**J. W. CHEROCK,**  
HOUSE, SIGN AND ORNAMENTAL PAINTER.  
Brenham Place.

**W. L. JONES & Co.,**  
IMPORTERS OF  
CLOTHING AND GENTS' FURNISHING GOODS.  
145 Montgomery Street.

**BUCKETTS,**  
PIONEER HAT EMPORIUM.  
No. 471 Clay Street, between Montgomery and Kearny.  
Jobbing and repairing in all kinds of hats.

**WILSON'S EXCHANGE,**  
RENTS UNDER THE MANAGEMENT OF WILSON & WILSON, is for sale to be concluded by  
W. W. EASTBROOK.  
One of the best and most profitable investments in the city.

**L. R. TOWNSEND,**  
ARCHITECT & SUPERINTENDENT.  
OFFICE CORNER OF CALIFORNIA AND DUFFY STS.  
Plans of Public and Private Buildings, drawn with particular care and accuracy.

**BAILEY & SPRATT,**  
MACHINISTS AND BLACKSMITHS.

**STEAM ENGINES**  
AND FORCE PUMPS OF ANY DESCRIPTION.  
Particular attention given to the repairing and fitting.  
KEARNEY STREET, BETWEEN SUTTER AND POST.  
SAN FRANCISCO.

**PETIT & CAREY,**  
CONTRACTORS & BUILDERS.  
Shop on Halleck Street, near of Tehama Street.  
All kinds of Carpentry work done at the shortest notice.

**W. M. McKIBBIN,**  
**HOUSE SMITH,**  
First Street, near Folsom.  
MANUFACTURER OF  
Doors, Stairs, Shutters, and Railings; Houses and Scaffolding in general.

**ORRICK JOHNSON & CO.,**  
**EAGLE**  
LIVERY AND SALE STABLES.  
Nos. 104 & 105 KEARNEY STREET, BETWEEN CALIFORNIA AND PINE.  
SAN FRANCISCO.

Carriages, Buggies, and good Saddle Horses, for hire or sale on the most reasonable terms.  
Particular attention paid to Boarding Horses.

**G. & W. SNOOK,**  
Tin, Copper, and Sheet-Iron Workers.  
And dealers in Cooking, Parlor and Office Stoves, Parlor Grates, Tin Plate, Sheet-Iron, Copper, Zinc, Brass, Tin Lead, Solder, Rets, Lids and Force Pumps, Lead Pipe, Leather Hose, Copper Pans, Stop-Cocks, Shovels, spades, Britania Ware, bright ware of all kinds, Japan Ware, and a full assortment of all kinds of sheet Metal Ware.  
Particular attention paid to JUBBING of all kinds. Ship and House Painting, Metal Roofing, &c. &c.  
Washington Street, between Montgomery and California.

**H. BLUM'S**  
GENTLEMEN'S FASHIONABLE  
FURNISHING STORE.  
103 Montgomery Street, between  
SACRAMENTO AND CALIFORNIA.

Largest sizes of all kinds of Gentlemen's Furnishing Goods, lately received, a large assortment of fine shirts and night-shirts and drawers.  
Genuine Alexander's Kid Gloves &c.  
N. B. Particular attention paid to the fitting of Customers with the latest styles, which are received every season.

COMMISSIONER FOR MAINE, NEW HAMPSHIRE, VERMONT, MASSACHUSETTS, RHODE ISLAND, CONNECTICUT, NEW YORK, NEW JERSEY, PENNSYLVANIA, MARYLAND, VIRGINIA, NORTH CAROLINA, SOUTH CAROLINA, GEORGIA, FLORIDA, ALABAMA, MISSISSIPPI, LOUISIANA, TEXAS, TENNESSEE, KENTUCKY, MISSOURI, OHIO, MICHIGAN, INDIANA, WISCONSIN, IOWA, &c.  
L. W. FLOAT.  
Notary Public under the Law of 1853 &c.  
No. 129 Montgomery Street, over Messrs. Sutter & Brenham's Banking House.

## LETTER FROM SACRAMENTO.

SACRAMENTO, April 4th.

Mr. Editor—As your Journal is doubtless designed to circulate among the brotherhood of Firemen throughout the State, and operations in one locality will be read with interest at distant points, I take the liberty to scrawl you a brief sketch of current events in the Department in this city. The chief topic of conversation among us at the present time, is the result of the trial [that was to have taken place] yesterday between Engines 3 and 4. Engine 3 was built last year by Hunneman, and Engine 4 in 1849 or '50 by Kelly, of Hudson, and rebuilt in this city by Lombard & Goss, in February, 1854. Your readers will readily understand the characteristics of No. 3. No. 4 is a piano engine with horizontal cylinders, 8 in. diameter, 6 in. stroke. A trial of engines 2, 3 and 4 took place on the 20th March, in which from the pipe engine 3 was distanced by the others except in her 14 in. stream, which exceeded that of engine 2 by about one foot. It was claimed, however, by engine 2, that she would have beaten 3 on that also, had not the pins securing the levers broken. Afterwards a trial was had between engines 3 and 4, from the butt, supplying alternately. I resulted unsatisfactorily, as all the ends of 4's arms were broken while it was supplying engine 3, engine 4 taking the first position at hydrant. On this occasion one of the gates of No. 4 was opened while being supplied by No. 3, in consequence of which the judges rendered a decision against No. 4. On the next day the State Journal, in noticing the trial, stated that the judges decided unanimously that No. 3 could wash No. 4 in two minutes. As No. 4 was disabled during the greater portion of the trial from the butt, this decision created considerable surprise in the Department. Its correctness was denied by the members of No. 3, and a match made up by Mr. Jones, foreman of No. 4, and Mr. Hubbard, foreman of No. 3. The following is a verbatim copy of a written agreement entered into between the parties, penned at the dictation of Mr. Hubbard:

"On Terms of the Trial of Engine 3 and Engine 4.  
"The engine 3 to play butt to butt, and in case No. 3 fails to wash No. 4 within two minutes, to company is to forfeit a set of brass trumpets; and in case she succeeds in doing so within the above mentioned time, then No. 4 is to forfeit the same. Each company is to select one person, and these to select a third and the three to act as judges, and their decision to be final. Each engine is to be filled within three inches of the deck, and the hose to be empty. Fifty feet of hose to be used by each engine.  
(Signed) I. M. HUBBARD, foreman No. 3.  
W. H. JONES, " " " 4."

Afterwards a verbal agreement was made adding another length of hose to each engine. The trial was to have taken place yesterday afternoon. Everything was got in readiness, when Mr. Hubbard, of No. 3, commenced attaching to get an additional hydrant supply, and claimed the privilege of filling their hose. The foreman of No. 4 denied that they had any right to proceed in that manner, and called upon them to play according to the written agreement, leaving out the extra length of hose, as stipulated verbally. They refused, and the judges refused to decide the point. No. 4 agreed that if the trial was had according to the agreement, and No. 3 lost the trumpets, they would make up another match at the dictation of No. 2. This was refused. It was alleged by No. 3 that under the written agreement they would not have water enough to wash No. 4, of which the members of No. 4 were well satisfied. It was contended however by No. 4, that in as much as the conditions of the trial were made by No. 3, they should play accordingly, no matter whether the foreman had done his business in a cunning manner or not. The trial of course did not take place. Mr. Wm. Arents, foreman of engine company 2, [of Smith's build] then proposed to take No. 2 and play No. 3 on their own terms. This offer was also refused. Two of the judges had subsequently decided that engine 4 was entitled to the trumpets, the other judge being non-committal. It is now very probable that a long time will elapse before No. 3 can succeed in getting up a match with any engine in the Department, in consequence of their precipitate back down in this.

At a meeting of the Board of Delegates held last evening, W. M. Hogg was admitted as a delegate from engine company 5. A proposition amended to the Constitution was offered by Mr. D. D. Son, of H and L Co. No. 2, to grant the Assistant engineers the privileges of members of the Board, except the right to vote. The subject of the annual parade of the Department on the 9th of June next, was brought up on the reports of the sub-committees of the Committee of Arrangements; but after considerable discussion the matter was deferred to the next meeting—the committee however being authorized to contract for music.

The late benefit given to engine company 1, at the Theatre, yielded \$750 net. The proceeds are to be applied to the adornment of their engine, preparatory to a visit to your city on the 4th of July. They rank as one of the most efficient companies in the State. Their benefit was liberally patronized by members of the Department, and all rejoice at its success.

A new company will be organized this week, to be known as engine company No. 6, and will be located up town in the neighborhood of 11th and J streets. It has been started by engine companies 2 and 4, and H & L Co. 2. Judging from those who have the affair in hand, it bids fair to be one of our crack companies. They will run temporarily with old No. 1, known as the '49er.' If agreeable, I will continue to correspond with you regularly, and keep your readers posted on movements in the Department here.

SACRAMENTO.

## BOARD OF DELEGATES.

The Regular Monthly Meeting of the Board was held at their Chambers in the City Hall, on Wednesday evening last, at 7 1/2 o'clock.

The President, F. L. Jones, in the chair—Twenty-nine members present. The following gentlemen were admitted as delegates:

J. D. Farren, from California, No. 4, vice H. J. Van Riper, resigned. J. Horace Kent, from Knickerbocker, No. 5, vice J. Babb, resigned. R. P. Cormack, from Volunteer, No. 7, vice A. M. Currier, temporarily absent. Isidore Wolff, from Lafayette H. & L. Co. No. 2, vice E. Sebire, resigned.

The minutes of the regular meeting, March 14th, and special meeting, March 22d, were read and approved.

The committees on "Ordinances," "Parade," "Wants of the Department," and the "Batemans Benefit," reported progress, and were granted further time.

The committee on fitting up the room of the Board, made a final report, which was adopted, and the committee discharged.

Communications were received from Engine Companies Nos. 4, 5, and 10, and St. Francis H. & L. Co. No. 1, relative to expulsions, resignations, &c., from their respective companies. The communications were ordered on file.

An appeal, taken from a decision of St. Francis Co. to the Board of Delegates, by Charles Carvalho, was referred to a special committee of three, consisting of Messrs. Rand, Sinton and Cummings, for investigation.

A communication from Wm. McKibbin, thanking the Board for his election as a Trustee of the Charitable Fund, was received and placed on file.

Also one from Frank Soule, acknowledging the receipt of resolution of thanks from the Board. Placed on file.

Also from Dr. W. H. Saunders, offering his services to the Department. The offer was accepted, communication placed on file, and the thanks of the Board ordered to be sent to Dr. Saunders.

Communication from Frederick Drevar, relative to a new steam engine, was referred to a special committee of three, consisting of Messrs. McCarthy, Sinton and Arrow-smith.

A resolution to purchase a Book of Registry for the Fire Department, at \$250, was referred to a committee consisting of Messrs. Rand, Kent, Sinton and the President, with power to act.

A resolution, appropriating \$12 per month for keeping the rooms of the Board, was passed.

The following, presented by Geo. J. Hobe, of Empire Engine Company, No. 1, were passed by a vote of ayes 18, nays 11, and the Secretary instructed to transmit copies to the State Senate, and also to publish the same, with the votes attached, in the "Fireman's Journal."

"Whereas—It is reported that an act has passed one branch of the Legislature, providing for an increase in the number of certificate members of certain companies in the city, to one hundred men, therefore

Resolved—That we, the Board of Delegates of the San Francisco Fire Department, do protest against the passage of such an act, believing that any special Legislation of that kind, for the benefit of one or two companies, would be injurious to the interests of the Department in general, besides being unjust to those not intended to be benefited by said act. Ayes—Messrs. Geo. J. Hobe, D. C. McCarthy, of Empire Engine Co. No. 1; D. B. Arrow-smith, Manhattan, No. 2; E. B. Vreeland, J. H. Kent, Knickerbocker, No. 5; C. Walsh, Pacific, No. 8; W. T. Gough, J. W. Cherry, Vigilant, No. 9; J. H. Shepard, E. P. Buckley, Columbian, No. 11; H. K. Cummings, Pennsylvania, No. 12; C. V. Stuart, C. Brown, Young America, No. 13; J. P. Buckley, G. W. Gibbs, St. Francis H. & L. Co. No. 1; John Engles, J. Wolff, Lafayette H. & L. Co. No. 2; and President Jones—18.

Nays—Messrs. D. H. Rand, John McCarthy, Howard Engine Company, No. 3; M. D. Boruck, J. D. Farren, California, No. 4; G. H. Hossefross, R. H. Sinton, Monumental, No. 6; J. B. Moore, R. P. Cormack, Volunteer, No. 7; D. O. Brown, Pacific, No. 8; Florence Mahony, W. T. Hoffman, Sansome H. & L. Co. No. 3—11.

A resolution to transfer the names of members from one company to another, without an additional charge for a certificate, was laid upon the table by a vote of ayes 20, nays 7.

The following resolution was passed, ordered to be published in the "Fireman's Journal," and copies sent to the Secretaries of the various companies:

Resolved—That the Secretaries of the various companies in the Fire Department, be and are hereby directed to notify the Secretary of the Fire Department of each resignation, death, expulsion, erasure and admissions, on their respective Rolls, within three days after the occurrence of the same.

Mr. Hossefross introduced a resolution that the Secretary furnish one of the Delegates from each company with a synopsis of the proceedings of every meeting of the Board. Laid on the table.

Mr. Sinton offered a resolution, calling for the formation of a Board of Assistant Delegates.—Laid on the table.

After which the Board adjourned.

Don't be afraid to marry a sentimental young lady. She may be sometimes melancholy; but no matter as long as she is pensive without the ex

The fashions of the ladies' dresses at the President's levees during the late season, is said to have been carried to, or rather from, extremes. A countryman, after leaving one of them, was asked if he had ever seen such a sight before. "No," was the emphatic reply, "not since I was weaned."

## OFFICERS OF THE SAN FRANCISCO FIRE DEPARTMENT.

Chief Engineer, CHAS. P. DUANE.  
First Assistant, WILLIAM FURE.  
Second Assistant, FRANK WHEELER.  
Third Assistant, JOSEPH CAPRISSE.

President of the Board of Delegates,  
FRANKLIN L. JONES.

Secretary of the Fire Department,  
MARCUS D. BORTER.

Treasurer of the Board of Delegates,  
H. A. Goss.

Trustees of the Charitable Fund,  
Beverly C. Sanders, Martin R. Roberts,  
Theodore Payne, Wm. McKibbin,  
C. P. Duane, ex-officio.

E. L. Sullivan, Secretary, Henry Hight, Treasurer.  
Physicians to the Fire Department whose services are rendered gratuitously:

Dr. H. M. Gray, Dr. A. B. Stout,  
Dr. C. B. Hitchcock, Dr. Hann and,  
Dr. Hewitt, Dr. Stephen R. Harris,  
Dr. J. B. Phinney, Dr. S. R. Tabbutt,  
Dr. W. H. Saunders.

EMPIRE ENGINE COMPANY, No. 1.  
George W. Green, Foreman,  
D. T. Van Orden, Asst. Sec'y, A. A. Hobe, Secretary,  
Edw. Snook, Treasurer.  
Delegates—Geo. J. Hobe, David C. McCarthy.

MANHATTAN ENGINE CO., No. 2.  
Matthew McLure, Foreman,  
John Duane, Asst. Sec'y, J. L. Henshaw, Sec'y,  
Isidor Haddock, Treasurer.  
Delegates—John B. Brady, D. B. Arrow-smith.

HOWARD ENGINE CO., No. 3.  
Franklin E. R. Whitely, Foreman,  
Wm. T. Chase, 1st Asst., Geo. A. Whitney, 2d Asst.,  
M. Myers, Jr., Sec'y, T. Lambert, Treasurer.  
Delegates—D. H. Rand, John McCarthy.

CALIFORNIA ENGINE CO., No. 4.  
J. W. Lees, Foreman,  
Julius Shultz, 1st Asst., Hy. Floyd, 2d Asst.,  
Adam T. Green, Sec'y, W. H. Gough, Asst. Sec'y,  
E. B. Tompkins, Treasurer.  
Delegates—Marcus D. Boruck, J. D. Farren.

KNICKERBOCKER ENGINE CO., No. 5.  
Chas. E. Buckingham, Foreman,  
J. E. Nuttman, 1st Asst., Lafayette Slayers, 2d Asst.,  
Edw. S. Spear, Sec'y, J. H. Robertson, Treas.  
Delegates—E. B. Vreeland, J. H. Kent.

MONUMENTAL ENGINE CO., No. 6.  
Geo. H. Hossefross, Foreman,  
W. H. Silverthorn, 1st Asst., Geo. Ryder, 2d Asst.,  
C. M. Chase, Sec'y, J. B. Gough, Treas.  
Delegates—G. H. Hossefross, Rich'd. H. Sinton.

VOLUNTEER ENGINE CO., No. 7.  
John M. Haskell, Foreman,  
N. P. Potter, 1st Asst., Rich'd. Dowling, 2d Asst.,  
G. A. Davis, Sec'y, Geo. Reed, Treasurer.  
Delegates—J. B. Moore, R. P. Cormack.

PACIFIC ENGINE CO., No. 8.  
Cornelius Walsh, Foreman,  
P. Crawley, 1st Asst., E. H. Allen, 2d Asst.,  
D. O. Brown, Sec'y,  
Delegates—Cornelius Walsh, D. O. Brown.

VIGILANT ENGINE CO., No. 9.  
John Short, Foreman,  
H. O. Gough, 1st Asst., Edw. Stewart, 2d Asst.,  
A. I. Ellis, Sec'y, J. H. Gills, Asst. Sec'y,  
John Nicholson, Treasurer.  
Delegates—J. W. Cherry, W. T. Gough.

CRESCENT ENGINE CO., No. 10.  
Jas. P. Casey, Foreman,  
Edw. Shannon, Asst., Chas. T. Roach, Sec'y,  
Wm. Farley, Treasurer.  
Delegates—Charles S. Biden, James Herbert.

COLUMBIAN ENGINE CO., No. 11.  
Alexander Devoe, Foreman,  
Charles Gray, 1st Asst., T. Finerty, 2d Asst.,  
J. H. Shepard, Sec'y, John Pennecook, Treas.  
Delegates—John H. Shepard, E. P. Buckley.

PENNSYLVANIA ENGINE CO., No. 12.  
Edw. T. Batturs, Foreman,  
John H. Corson, Asst., Jas. S. Thompson, Sec'y,  
W. E. Lyndall, Em'l. S. Atkins, Massey, Treas.  
Delegates—Franklin L. Jones, H. K. Cummings.

YOUNG AMERICA ENGINE CO., No. 13.  
Michael Hayes, Foreman,  
Chs. Gordon, 1st Asst., John C. Corbett, 2d Asst.,  
Michael Lynch, Sec'y, Lewis Mahony, Treas.  
Delegates—C. V. Stuart, C. Brown.

ST. FRANCIS HOOK & LADDER CO., No. 1.  
George W. Gibbs, Foreman,  
L. H. Robie, 1st Asst., F. O. Wegeener, 2d Asst.,  
Jacob Ezekiel, Sec'y, E. B. Gibbs, Fin. Sec'y,  
J. Landsberger, Treasurer.  
Delegates—J. P. Buckley, G. W. Gibbs.

LAFAYETTE HOOK & LADDER CO., No. 2.  
H. A. Cobb, Foreman,  
E. Sebire, 1st Asst., G. Pailles, 2d Asst.,  
John Eng'ls, 3d Asst., O. Masson, Sec'y,  
J. Grisard, Treasurer.  
Delegates—John Engles, Isidore Wolff, J.

A SANSOME HOOK & LADDER CO., No. 3.  
Jacob Lorillard Van Bokkelen, Foreman,  
Florence Mahony, 1st Asst., Pat. Dillon Kilduff, 2d Asst.,  
Thos. D. Greene, Sec'y, Geo. B. Hitchcock, Treas.  
Delegates—Wm. T. Hoffman, Florence Mahony.

A Quebec paper says:—"We have before us a specimen of paper made in the United States by order of Mr. Andrews, of Montreal, who has discovered the *immortelle*, used as substitute for feathers in making beds, is well adapted to the manufacture of paper at a moderate expense. The sample before us has a good body, and takes ink freely. Not yet having undergone the last process of whitening, it is defective in color." The whole of this plant, (the stalk as well as the flower,) which grows so abundantly in North America, particularly in Canada, is pronounced a good material for the manufacture of paper, but the flower is better for finer sorts. The American maker, in his certificate to Mr. Andrews, places no limit to the perfection of paper made from this plant.



# The Fireman's Journal.

MARCUS D. BORUCK, Editor.

SAN FRANCISCO:

## FIREMEN'S MEETINGS.

Howard Co., No. 3—This [Saturday] Evening.  
Pacific Co., No. 8—This [Saturday] Evening.

It is time that some thought should be given to those of our number who sleep beneath the sod of "Yerba Buena" and "Lone Mountain." Since the organization of our Association, many have passed away from earth forever, and no sign marks the spot where their graves are laid, and no marble shaft points upwards to the skies, in token that their services on earth were appreciated, and the recollection of their virtues was fresh in our memories. The final resting place of our "Firemen dead" should be to us a spot sacred and revered, and a trust superior to all others. The cities of the dead, amongst all nations, are looked upon as sacred and consecrated ground, the graves washed with the tears of love and grateful remembrance, and strewn with flowers of purity and loveliness. United as we are on earth, so should we be in death; and it becomes a source of great regret to know that those who have labored, side by side with each other, in the great arena of life, are not, when all is over, gathered together in the sleep that knows no waking.

The period has arrived when the proper selection of a spot, suitable in size and convenience, should be made for the burial of those of our number who die in the fulfillment of their calling. We scarcely know what to propose in the matter, opinions differ so materially in regard to the subject, except so far as this—that a selection of ground for a Fireman's Cemetery should be of such a nature as to insure its permanency, for the idea, to use a plain word, of "transplanting" the remains of the dead from grave yard to grave yard, is to our mind perfectly revolting. There are many eligible situations for a Cemetery, at a convenient distance, which, even with the rapid strides the city is at present making towards expansion, would require a century of time to reach; and we do trust that some attention will be given to the matter by the proper parties. We shall, at a future time, allude to the subject again, as we are collecting such information relative thereto as will aid those interested in consummating the object desired.

Several months since the proprietors of the Lone Mountain Cemetery offered to donate a number of lots in their grounds to the Fire Department, for a burial place. The offer was referred to a committee to enquire into; but before they had time to make a final report the new Board of Delegates came into power, and the committee of course retired with the old Board. Some action should be taken with the above, for although the subject is one filled with mournful reflections, yet it involves a melancholy but imperative duty incumbent upon the living to fulfill.

The following is the amendment to the Exemption Law, which called forth the Remonstrance from the Board of Delegates on Wednesday evening:

*The People of the State of California represented in Senate and Assembly, do enact as follows:*

SEC. 1. The fifth section of an Act entitled an act to exempt firemen from militia service and jury duty, passed March 25th, 1853, is hereby amended so as to read as follows:

SEC. 5. There shall not be allowed to any engine company more than sixty-five certificate members; provided, That, for any engine weighing four thousand five hundred pounds and over, a company consisting of one hundred certificate members may be allowed.

The Board of Assistant Aldermen have, we perceive, cited the Chief Engineer to appear before them on Monday evening next, and show cause for an alleged disobedience of orders, in countermanding the order of the Fire and Water Committee for the removal of Manhattan 2.

We call the attention of the Secretaries of Companies to the standing resolution of the Board of Delegates, in another column, relative to the time in which they shall make returns to the Secretary of the Department, of changes on their roll. The printed semi-annual form will be ready in May.

When they have a fire in Stockholm, Sweden, men pass through the streets beating drums violently, and every house is obliged by law to send a barrel of water which stands ready in each court yard. This rather slow and primitive method of extinguishing conflagrations would scarcely answer in our tinder box towns.

In Havana they call the roll of a Company on reaching a fire and if every member is not present they cannot go to work until all are on hand. What an elegant plan that would be in San Francisco.

The "Sierra Nevada" arrived on the 10th. The news is unimportant. The principal items in the New York papers are the ceremonies attendant on the burial of a pugilist named William Poole, and the damage done by a storm in the East. The European steamer had not arrived when the California steamer left, and therefore it is not known whether Sebastopol "is or is not." After the 20th March the weekly line of Steamers was to have been discontinued. Both Steamship lines will despatch their steamers on the same day, and the prices of passage will be materially reduced. Since the railroad across the Isthmus has been completed, the Mail Company will be able to compete with the Nicaragua Line in making quick trips. The claim of John C. Fremont to the Mariposas had not been confirmed, but had been remanded for further proceedings. The house of Page & Bacon was going smoothly at the last accounts—the news of the suspension of the house of Page, Bacon & Co. had not reached the States when the steamer left. Another bank defalcation for the insignificant sum of \$23,000, had come to light in the Pacific Bank of N. York.

Since the above was written the "Golden Gate" has arrived, bringing intelligence of the reported death of the Emperor Nicholas. The split of the Palmerston Cabinet—A battle in Eupatoria—The death of Joseph Hume, and Louis Napoleon's projected tour to the Crimea. From the States there is but little of import. New Hampshire had become a "Know Nothing" State by about 2000 majority, although Pierce's coming from there demonstrated the fact before. The death of the Emperor was not believed in Washington. The news of the California failures produced no panic in New York. Lewis Baker, who murdered Poole, had fled to the Canary Islands, in the bark "Isabella Jewett." The U. S. brig "Perry," and Geo. Law's clipper "Grapeshot," had been sent in pursuit of him. The example of the New York authorities should be a lesson to those in San Francisco.

The New York Sunday Mercury, from which Journal we make copious extracts on Department matters, states, in an article on the trial of the steam Engine in Boston, that "New York machines have carried off the palm of victory in every contest on the Atlantic and Pacific shores." As we have been absent from the Atlantic States for the past five years, we cannot speak advisedly regarding "Engine contests" there, but as far as the "Pacific shores" are concerned, the editor of the Mercury is very much in error. There has never been a regular contest between the New York Engines and those of any other make, in in this city or elsewhere, in this state. The Mercury, some time since it is true, contained a glowing account of a trial between Manhattan 2 and Monumental 6, in which the latter was completely vanquished—but the great difficulty attending the trial was, that it never came off. There are in this city Engines equal in power and workmanship to some of those built in N. Y.; for instance, Howard No. 3, a Boston tub, Monumental No. 6, a Baltimore engine, and Pennsylvania 12, a Philadelphia engine. Engines Knickerbocker 5 and Columbian 11 are New York engines, and excellent ones; and as for the latter, like old wine, the longer she is kept the better she is; but neither of these engines have beaten those of any other build. There is an engine building here by Mr. Worth, formerly of Troy, something similar to the outside build of Smith's engines, and we hope that the "Worth California" engine will carry off the palm from all others, either here or abroad, for the simple reason that she is of California build, and that she may be worthy of the Company for whom she is intended—Empire Engine Co. No. 1, of this city.

The cistern at the corner of Washington and Dupont street, which has been in progress of construction for more than a month, is now finished. It is, (with the exception of the Plaza cistern and the one on the corner of Montgomery and Commercial streets,) the very best in the city. It is capable of holding 35,000 gallons of water, and having two large and handsomely made traps, will give ample room for three or four engines to take suction at the same time. The cistern will prove most advantageous to property in the neighborhood.

The Committee of the Board of Delegates, who drafted the new Ordinance now governing the Department will doubtless feel complimented by the following from the New York Sunday Mercury of March 11th:

"We are in receipt of a copy of the Ordinance reorganizing the San Francisco Fire Department. We may have occasion to allude to this plan at some future time, as we believe it to be infinitely superior to the N. York organization. It places the Department farther from the Common Council, and that alone is a merit of no common significance."

Nine hundred and fifty-three fires took place in London in 1854.

## THEATRICAL.

The AMERICAN, since its opening on Monday night, has been well filled each evening with attentive and well-pleased audiences; and the new plays produced have been without repetition, although they were so well brought upon the stage, and cast so strongly, that we could wish to see them repeated again and again. Miss Laura Keane has won new laurels, and become a great favorite. Her artistic skill is of the first order, and the audiences show by unmistakable manifestations, that they appreciate her abilities. The lady is ably supported by Mrs. Judah, Mrs. Thoman, Miss Gould, Messrs. Wheatleigh, Smith, and others. The latter named gentleman is rapidly gaining popularity, by his correct reading, proper costume, and just conception of character. Messrs. Lehman and Kent too, are excellent actors—always "perfect," and never at fault. We are pleased to believe that under its present management the American will not fail to present all inducements to the theatre-going community to patronize this beautiful Melpo-Thalian temple. This evening Miss Keane will appear in two characters—M'dlle. Deluieux in "A Lesson for Ladies," and Master Bob Nettles in the "Jubilee House." In the latter Miss K. we think, can have no equal.

The METROPOLITAN has been closed for some nights in order to prepare the house for the grand Masked Ball, to be given to-morrow night, with other pleasing entertainments consisting of comedy, vaudeville and ballet, by talented French artistes. On Monday evening, the Yankee comedian, Josh. Sillsbee, will commence an engagement, and then again we shall see crowded houses. Josh is a genius, an irresistible comic genius, and critically pronounced the very best personator of the "real live Yankee," that has yet appeared on the Atlantic boards. He will receive a most cordial welcome.

The board of representatives of the New York Fire Department recently instructed the fire wardens to place in each engine, hose and hook and ladder house, a list of the buildings reported as dangerous or unsafe in the districts in which the company was located—or rather performed duty.

This is precisely the same course of action which should be adopted in this city, for the chief and assistant engineers, and many of the members of the Department have already set their mark on several buildings which have been constructed in this city during the last eighteen months, as being, in case of fire, hazardous to life and limb; and in fact orders have been, in more than one instance, given not to enter certain buildings, if a fire gains headway in them. We call the attention of the Chief to the above, and suggest to him the propriety of preparing the same lists for this Department, and thereby be the means of saving life.

The San Francisco Press Club held their semi-annual meeting on Saturday evening last. Mr. Joseph E. Lawrence, of the 'Golden Era,' was elected President—a most excellent choice. The first act of the Club, under its new organization, is one which does the members thereof infinite honor. They have determined to erect a monument to the memory of Edward Gilbert, a man no more beloved on earth than mourned in death. Doubtless the Press Club will be seconded in its resolution by many of Mr. Gilbert's California friends.

The steamship Golden Age, of the P. M. S. S. Co.'s Line, leaves on Monday next, April 16th with the mails and treasure for the States. Her passenger accommodations are unsurpassed, and she has been put in thorough order for the present trip. Commodore I. T. Watkins is in command. The fare by the Golden Age is reduced.

There have been but three alarms of fire since the 1st inst., as follows: April 8th, 12 o'clock M., near Mr. Doyle's house Stockton st., between Washington and Jackson. No damage. Fire originated from defective stove pipe. April 12th, 8 o'clock P. M., Chase's mill, Stevenson st. No damage, as there is usually none when a fire occurs in this mill. April 13th, 14 P. M., Potter's mill, Market street, opposite Oriental Hotel. Damage trifling.

The Fire Department of New Orleans celebrated their 18th Anniversary on the 4th of March. Thirty engine, five hook and ladder and one hose Company took part in the procession, manned by about 1500 men. An address was delivered at the St. Charles Theatre by M. A. Fouré, Esq. Festivities of all kinds marked the day, and the various Companies paid morning visits to the homes of their brother firemen. Everything passed off with harmony and good feeling. The Department of that city is voluntary.

We are under obligations to Hawes & Co. and Pacific Express Co. for an early delivery of State papers by the Golden Gate. Also, to Jerry Sullivan, for full files of Eastern papers, periodicals and magazines, together with an assortment of London Pictorials, etc.

Dennis Scannell, a boatman, and member of Pacific Engine Company 8, was drowned on Friday, in the Bay, in consequence of the swamping of his yawl, while being towed alongside the clipper Saracen. The deceased was highly esteemed by his associates, and his Company loses an active and efficient member.

Empire Engine Company have just received from New York eighty full suits of fire clothes, at an expense of two thousand dollars. This is but one item, however, of the individual expense members of the department incur in keeping up their respective companies.

The annual election for officers of most of the New York Fire Companies takes place in May; as soon as received we shall publish them in the Journal.

\$3,950 34 was added to the Charitable Fund of the New York Fire Department, being the proceeds arising from their 26th Annual Ball. The newspaper press of the city, donated the amount of their respective bills.

The Chief Engineer of the Department, has a new system of Fire telegraphing under way, in which—

"It is proposed that the houses of all the different companies throughout the city shall be connected by telegraphic wires, and that in each shall be placed a machine for the transmission and reception of alarms of fire, to be worked something like the following. Say Engine Co. 14 discover a fire in Barclay street, to which their engine is rolled and placed in service. Should they find that additional aid is necessary for the extinguishment of the fire, one of the members is sent to the engine house to telegraph an alarm. This he does by simply placing his finger on a key—and immediately every company in the district or city, as well as the ringers on the bell towers, is made acquainted with the fact that a fire has broken out in the vicinity of Engine 14's house, for as the key in the house of that company was touched it started an annunciator or small vibrating bell in each of the places named, the vibration of which continued for some minutes, so that no mistake could be made as to the place from whence the alarm originated. As a matter of course the different companies proceed at once to that neighborhood, while the ringers watch for a light or wait for some other indication that a bell alarm is needed.

"Each company being held directly responsible for the telegraphic alarms from its house, would prevent any false notice from being sent, while the bell alarms would be most sensibly decreased. It would then become a matter of pride with each company to not only extinguish a fire without additional aid, but also in the event of a heavy or threatening fire to give the alarm sooner than the police. Property all over the city would be more effectually protected, because companies would arrive at the scene of danger sooner than they do now, and would not be as likely to go astray, when knowing the exact locality of a fire, as they now are by our extensive district system.

This plan, it is thought, combines many more advantages than the Boston system, and will not cost one-seventh as much. It could be carried out, in the manner proposed, at an expense of not more than \$20,000.

We trust that some system of telegraphing will ere long be adopted in this city.

A few barrels of liquor on their way through Rutland, Vt., from Troy to Boston, were observed to be labelled, "WIDOWS TEARS."

They must have been shed by "strong" minded women.

The New York firemen use a new kind of hose made of hempen strings, knitted and plaited together so as to be impervious to water. It is easier handled and costs less than leather or rubber hose.

If the above be a fact the hempen hose have but very lately come into use.

During the month of February, 27 fires in the United States destroyed property to the amount of \$834,000. In the great city of Vienna, the capital of the Austrian Empire, there has not been a building destroyed by fire for more than thirty years.

Connecticut has twenty eight clock factories, employs five thousand two hundred and seventy-nine hands in the manufacture, has one million dollars capital invested, and makes annually seven hundred and ninety thousand clocks. One fourth of these timekeepers find a market in England.

The New York Courts have decided against the legality of a claim for advertising in a Sunday paper, so that in future the Sunday papers must do a cash business, or lose their labor.

## FIRE DEPARTMENT.

**PACIFIC No. 8.**—A special meeting of this Company will be held at the Engine House this [Saturday] evening 14th inst. at 7 o'clock. Every member is requested to be present. By Order, C. WALSH, Foreman.

**HOWARDS Attention.**—You are hereby requested to meet at the Engine House, on this [Saturday] evening, 14th inst., at 7 o'clock, (weather permitting) for Drill. By order of Foreman, CHAS. L. BARNES, Sec'y pro tem.

## DR. T. R. SPEAR,

**SURGICAL AND MECHANICAL DENTIST,**  
AT HIS OLD STAND, 251 WASHINGTON street; returns his sincere thanks to his friends and patrons, and would improve this opportunity to remind them that he continues to insert BLOCK TEETH by the new improvement, from a single one to an entire set, without springs or clasps, on the atmospheric principle. Dr. S. would state he has secured the services of Dr. W. L. Maynard, formerly connected with Dr. Hollins, of Boston, where he has had entire charge of his mechanical department for the last five years. All operations warranted. Examinations and advice free. Office hours from 9 A. M. to 6 P. M., at 143 3m.

**MRS. C. PIERSON,**  
**NATIONAL AND FANCY**  
**FLAG MAKER.**  
BROADWAY, BE LOW STOCKTON STREET, NORTH SIDE  
Guide Sign, Signal and other Flags of all descriptions made to order. Constantly on hand a variety of American Ensigns.



## FARE REDUCED!

COMPLETION OF THE PANAMA RAILROAD!  
Transit of the Isthmus, from Ocean to Ocean,  
BY CARS.

## Pacific Mail Steamship Co.'s Line FOR NEW YORK AND NEW ORLEANS

VIA PANAMA:  
The new and elegant Steamship  
**GOLDEN AGE,**  
3009 Tons,..... T. WATKINS, Commander.  
Will leave Valparaiso at 10 o'clock for PANAMA with the  
U. S. Mails, Passengers, and Treasure.  
ON MONDAY..... APRIL 16th, 1855,  
at 9 o'clock, A. M.

The Entire Isthmus Transit by Railroad!

ONE HUNDRED POUNDS OF BAGGAGE FREE

Passengers by the P. M. S. S. Co.'s Line will make the Isthmus Transit BY CARS over the Panama Railroad, which is now finished from Ocean to Ocean.  
The completion of the Railroad obviates all the difficulties and inconveniences heretofore experienced in crossing the Isthmus and makes the transit for families most comfortable, safe and speedy. The Company will hereafter always have one of their First Class Ships at Panama to bring forward promptly the Passengers and Freight from New York. By this arrangement all detention on the Isthmus is avoided, as the passage across is made, under ordinary circumstances, in less than six hours.  
It is anticipated that the Passengers leaving by the "GOLDEN AGE" will reach New York in twenty days. The Railroad Company have placed Baggage Conductors on the route who will check baggage at San Francisco, and accompany it through New York. ONE HUNDRED POUNDS OF BAGGAGE will be allowed to each Passenger Free.  
Full Transit Tickets are furnished.  
Treasure to be shown at will be received at the Office of the Company until 10 o'clock P. M. on SATURDAY, April 14th.  
For freight or passage, apply to  
F. E. & B. COOK, Agents  
Corner of Sacramento and Leidesdorff sts.  
The "GOLDEN AGE" will be succeeded by the magnificent and popular Steamship "GOLDEN GALE," to leave on TUESDAY, May 1st, 1855.  
The P. M. S. S. Company's Steamers leave on the 1st and 16th of every month, except when either of these dates fall on Sunday. In such case, the ships will be despatched the following Monday.

## J. HAWES & CO.'S NEW YORK AND SAN FRANCISCO EXPRESS

OUR NEXT REGULAR EXPRESS will be despatched via PANAMA, by the Steamship  
**GOLDEN AGE,**  
J. T. WATKINS, Esq., Commander,  
ON MONDAY APRIL 16 at 9 o'clock A. M.

In charge of a regular messenger through to New York, Small Packages, Parcels and Letters received at our Office (Nicasagua Steamship Co.'s Building) corner of Sacramento and Leidesdorff streets, until within half an hour of the sailing of the steamer.  
J. HAWES & CO.,  
a14

## Monarch Fire Assurance Co., OF LONDON.

Office of San Francisco Agency, 126 California Street.

CAPITAL AND SURPLUS FUND \$2,900,000  
SPECIAL FUND - - - \$150,000,  
(Held by Trustees in New York to meet Losses.)

DIRECTORS IN LONDON.  
Alderman SIR JOHN VUSGROVE, Bart. Chairman.  
Alderman J. K. HOOPER, Deputy Chairman.  
TRUSTEES IN NEW YORK.  
JOHN L. ASPINWALL, J. WATTS SHERMAN  
GEORGE CURTIS.

POLICIES ISSUED AND LOSSES PROMPTLY SETTLED AT THIS AGENCY.  
Bricks and Stone Buildings, Merchandise, Ships in Port, Houses of Furniture and Personal Property, generally insured on favorable terms. Insurance also effected on Buildings and Merchandise in Sacramento, Marysville and Stockton.  
a14 W. L. BOEKER, Agent.

## Imperial Fire Insurance Co., LONDON.

ESTABLISHED IN 1803.  
Cash Capital (\$8,000,000) Eight Millions.

Having been appointed Agents in California for the above established Company, the undersigned are desirous of drawing and the superior advantages offered by insuring in this office. These arise from the fact that the Agents of this Company are vested with full powers to grant policies, and to settle losses at once, and without being obliged to forward the papers to England for approval.  
The Imperial Fire Insurance Company, having for many years had Agencies established in India, China, Manila, etc., have had great experience in foreign business and the instructions received from the Head Office evince a spirit of liberality which will be appreciated by the inhabitants of San Francisco.  
The undersigned will be happy to supply insurers with full particulars upon application at their Office.  
FAULKNER, BELL & CO.,  
a14 128 California street.

## MAISON DE SAUTE. PRIVATE INFIRMARY.

DRS. NOTT AND TUCKER HAVING OPENED THIS establishment situated on the Presidio Road (Pacific street) one mile from the City Hall, are now ready to receive patients. The buildings, located on a 100 acre lot, are complete with regard to neatness and comfort, with the addition of extensive bathing arrangements for  
**Hot, Cold, Vapor or Medicated Baths.**

It will be the endeavor of the Proprietors to combine all the comforts of a HOME with the advantages to be derived from a country residence, constant medical attention, nursing, &c.  
The fare will always be of the best quality.  
TERMS - Patients will be received at Three Dollars per day or Eighteen Dollars per week, payable in advance. Private to me, Five Dollars per day, or Thirty Dollars per week in advance. For Surgical operations, and diseases, extra charges will be made according to circumstances.  
SEPARATE APARTMENTS FOR FEMALES, and the charge of an experienced Matron.  
French, Spanish, German and Italian spoken.  
For further particulars, apply at the INFIRMARY, or to either Drs. NOTT or TUCKER at their office, No 177 Washington street. Stoves leave Kearny street, opposite the Plaza, every hour, pass the door. No contagious or infectious diseases admitted in this building.  
a14

## METROPOLITAN THEATRE

GRAND FRENCH REPRESENTATION  
FOR ONE NIGHT ONLY.  
COMEDY, VAUDEVILLE, BALLET AND  
GRAND BAL MASQUE.

MADMOISELLE DIMIER,  
The Celebrated and Favorite Danseuse, will appear together with the following distinguished artists.  
Mlle. Eleonore, Mlle. Feice.  
Mlle. Fanny, Mons. Paul Saporitas,  
Mons. Georget, Mons. Henri W.,  
Mons. Edouard.

ON SUNDAY EVENING, APRIL 15th, 1855,  
The performance will commence with the favorite Comedie entitled  
**LA CORDE SENSIBLE!**  
After which the 21 Act of the Ballet of  
**LA GISELLE!**

Giselle, Assisted by a numerous Corps de Ballet  
To be followed by the Vaudeville of  
**MATRESSE DE LANGUES!**  
In addition to which, Mlle. Dimier will dance the  
"LA MANOLA"

After which A GRAND POLKA arranged expressly for this occasion, will commence the  
**MASQUERADE BALL!**

No person will be admitted on the floor of the Ball Room except in Full Dress Military or Fancy Costume.  
ALL MUST BE MASKED.  
The Dress Circle and Parquette Chairs, will be reserved exclusively during the Performances for the Ladies and Gentlemen holding Ball Tickets.  
THE ENTIRE PARQUETTE will be FLOORED.  
Ball Tickets admitting a Lady & Gentleman \$5.00  
Second Circle \$2.00 Third Circle \$1.00  
Tickets to be obtained at the Box office.

An efficient Master of Ceremonies, and additional Ushers will be in attendance.  
Doors open at 7 1/2. Curtain rises at 7 3/4.  
Holders of 2d and 3d Circle Tickets, can remain and witness the masquerade Ball. The Bal Masque will commence at 11 o'clock, and terminate at 2 o'clock.  
Mr. JOSH SLSBEE the greatest Yankee Comedian in the World, will make his first appearance on Monday evening, April 16  
a14

## AMERICAN THEATRE.

Manager.....Mr. VOLNEY SPAULDING.  
Stage Manager.....Mr. JAMES DOWLING.

## 5th NIGHT OF MISS LAURA KEENE.

THIS [SATURDAY] EVENING APRIL 14th  
will be presented Blackstone's elegant Comedy of  
**A LESSON FOR LADIES.**

Mlle. Delbreux, Miss Laura Keene  
Supported by Mrs. Judah, Mrs. Thoman, Messrs.  
Wheatleigh, Smith & Co.

To conclude with the laughable comic Drama of  
**JUBILEE HOUSE**  
Mist. Bob. Nettles, Miss Laura Keene  
Mist. Waddilove, Mrs. Thoman  
Mons. Fourbillion, Mr. Wheatleigh

PRICES OF ADMISSION:  
Dress Circle and Parquette.....\$2.00  
Family Circle.....1.00  
Gallery.....25 Cents | Third Tier.....50  
Orchestra Seats.....3.00  
Private Boxes.....10.00

Doors open at 7 1/2, and Performances commence at 8 o'clock precisely.  
BOX OFFICE open from 9 1/2 A. M. till 1 P. M. a14

## SAN FRANCISCO HALL.

WASHINGTON, BETWEEN MONTGOMERY AND KEARNY STS.

MUSICAL DIRECTOR.....C. D. ARBOTT  
STAGE MANAGER.....S. C. CAMPBELL

OPEN EVERY NIGHT IN THE WEEK.

Consisting of the following well known and celebrated delineators:  
CHRISTY'S.....BACKUS:  
EDDY HORN.....C. BACKUS:  
JERRY BYANT.....D. F. BOLEY:  
L. CAMPBELL.....W. B. BAKER:  
C. D. ARBOTT.....H. MORGAN:  
N. LOTHIAN.....W. D. C. RIVINGTON

JOINT STOCK COMPANY.

THE LATE EMPLOYEES OF ADAMS & CO. IN CONsequence of the disruption of that firm have organized themselves into a  
**JOINT STOCK COMPANY,**  
under the above name and title, for the purpose of conducting a GENERAL EXPRESS AND FORWARDING BUSINESS in all its branches throughout California, Oregon and the Pacific coast generally.  
The business will be strictly and solely a forwarding one, having no connection with Banks or Bankers, and will be conducted on safe and economical principles.  
The Expresses will leave three times a week, at the northwest corner of Washington and Montgomery streets, daily at regular hours for Sacramento and the Northern Mines, Stockton and the Southern Mines, San Jose, San Juan, and San Luis Obispo, Monterey, San Pedro and the Southern Coast, and all other points on the Northern coast of California and Oregon.  
We will also run a Regular Express for freight, mail parcels and letters, to and from the Atlantic States by every steamer.  
The parties who have organized this Company are well known in the community as old and experienced Expressmen, and hope it will be a well warranted generally that they understand their business thoroughly. They think they are not saying too much when they attribute much of their success to the late firm of Adams & Co. In the Express business to the exertions and personal energies.  
In conclusion, they would solicit a fair share of the favors of the public, pledging them to exert their best endeavors to transact such business as may be entrusted to them in a prompt and businesslike manner.  
Collections of all kinds will be promptly attended to on any of the points mentioned above.  
a7  
R. G. NOYES, President.

## PACIFIC EXPRESS COMPANY

THE LATE EMPLOYEES OF ADAMS & CO. IN CONsequence of the disruption of that firm have organized themselves into a

JOINT STOCK COMPANY.

under the above name and title, for the purpose of conducting a GENERAL EXPRESS AND FORWARDING BUSINESS in all its branches throughout California, Oregon and the Pacific coast generally.  
The business will be strictly and solely a forwarding one, having no connection with Banks or Bankers, and will be conducted on safe and economical principles.  
The Expresses will leave three times a week, at the northwest corner of Washington and Montgomery streets, daily at regular hours for Sacramento and the Northern Mines, Stockton and the Southern Mines, San Jose, San Juan, and San Luis Obispo, Monterey, San Pedro and the Southern Coast, and all other points on the Northern coast of California and Oregon.  
We will also run a Regular Express for freight, mail parcels and letters, to and from the Atlantic States by every steamer.  
The parties who have organized this Company are well known in the community as old and experienced Expressmen, and hope it will be a well warranted generally that they understand their business thoroughly. They think they are not saying too much when they attribute much of their success to the late firm of Adams & Co. In the Express business to the exertions and personal energies.  
In conclusion, they would solicit a fair share of the favors of the public, pledging them to exert their best endeavors to transact such business as may be entrusted to them in a prompt and businesslike manner.  
Collections of all kinds will be promptly attended to on any of the points mentioned above.  
a7  
R. G. NOYES, President.

## THE METROPOLITAN HOMESTEAD

## ASSOCIATION!!!

CAPITAL, \$250,000,

Consisting of 50,000 Shares at \$5 Each!

Distribution on or before the 1st of May.

THE ABOVE ASSOCIATION a Joint Stock Company for the purpose of providing Homesteads, beg leave to inform the public that

SHARES ARE NOW READY FOR SALE,  
With a full description of property to be distributed - the holders of Shares being entitled to chances in the disposition by lot of some of the most desirable Residences and Improved Real Estate in the

CITY OF SAN FRANCISCO.

## FIFTY MAGNIFICENT PRIZES.

The following is the list of prizes offered in the above Association:

1. - That splendid Three Story and Basement BRICK DWELLING HOUSE and LOT No. 3, Waverly Place, lot 32 feet 1 inch front by 73 feet deep, house 32 feet 1 inch by 45 feet deep, containing 36 rooms; valued at \$30,000
2. - A two story BRICK DWELLING HOUSE and LOT on Chestnut street, corner of Emma, 20 feet front by 38 feet deep. 5,000
3. - A splendid BRICK RESIDENCE and LOT on the south west corner of 8, off and 1 Washington street, lot 21 feet front by 9 feet deep. 5,000
4. - A two story FRAME HOUSE, lathed and plastered, and LOT on Dupont street, lot 21 feet front by 38 feet deep. 3,000
5. - LOT on Filbert st. in the 50 vara lot No. 730, 32 ft front by 137 ft deep, with COTTAGE thereon. 3,000
6. - A three story DWELLING HOUSE (first story of brick) and LOT, on the southeast corner of Sand and Clay sts. fronting 25 ft on Clay, and 7 1/2 ft on Sand st. house lathed and plastered. 7,000
7. - A two story and basement brick dwelling HOUSE and LOT on the north side of Greenwich st. commencing 200 feet west of the northwest corner of Dupont and Greenwich sts. 24 ft front by 30 feet deep. 6,500
8. - A two and a half story cottage HOUSE and LOT on the south side of Bush st. between Stockton and Powell, fronting 24 feet on Bush st. and 66 feet 6 inches deep, hard finished. 4,250
9. - A two story dwelling HOUSE and LOT on Powell st. commencing 98 ft south of the southeast corner of Powell and Sutter, 29 ft front by 47 ft deep. 2,000
10. - An elegant two story and basement brick dwelling HOUSE and LOT on Pacific street, commencing 96 ft west of the southeast corner of Powell and Pacific, 23 ft front by 60 feet deep. 12,000
11. - A two story frame dwelling HOUSE and LOT on the east side of Dupont street, between L. and L. and Greenwich, lot 40 feet front by 123 feet deep. 4,500
12. - A three story splendid dwelling HOUSE and LOT on the northeast corner of Powell and Clay streets, 20 ft front on Powell street, by 60 ft deep. 7,000
13. - A cottage HOUSE and LOT on the south side of L. and L. street, between Kearny and Dupont sts, 24 ft front by 60 ft deep. 2,500
14. - A genteel two story brick dwelling HOUSE and LOT on the north side of Greenwich street, commencing 100 feet west of the southeast corner of Dupont and Greenwich, 24 ft front by 90 ft deep. 6,500
15. - A cottage HOUSE and LOT on Sutter street, commencing 24 feet east of the southeast corner of Powell and Sutter, 23 ft 6 in. front and 60 feet deep. 2,500
16. - A two story HOUSE and LOT on the east side of Pacific street, commencing 23 ft 9 inches north of the northeast corner of Pike and Sacramento sts, 23 ft 9 in. front by 36 ft 8 in. deep. 4,000
17. - A two story basement and brick dwelling HOUSE and LOT, commencing 15 ft 6 in. north of the southeast corner of Sacramento and Pike sts, 21 ft 3 inches front by 36 ft 8 inches deep. 8,500
18. - A cottage HOUSE and LOT on Broadway bet Taylor and Jones sts, lot 23 ft 6 in. by 60 feet deep. 1,500
19. - A two story and basement HOUSE and LOT on the south side of Vallejo street, bet Kearny and Dupont, 22 feet front by 60 feet deep. 3,000
20. - An elegant two story and basement brick dwelling HOUSE and LOT on the south side of Washington street, commencing 24 feet west of the southeast corner of S. and L. and Washington sts, lot 30 feet six inches front by 60 feet deep. 12,000
21. - A cottage HOUSE and LOT on Powell street, commencing 60 feet south of the southeast corner of Powell and Sutter, 20 ft front by 17 ft 6 in. deep. 1,500
22. - A one story splendid private RESIDENCE and LOT on Powell st. commencing 20 feet north of the northeast corner of Powell and Clay streets, lot 20 feet front by 60 feet deep. 5,000
23. - A neat cottage HOUSE and LOT on Stevenson street bet T and L, 20 ft front by 20 ft deep. 2,250
24. - A three story Frame HOUSE and LOT on the west side of Kearny st. bet Broadway and Hunkley sts, lathed and plastered, lot 20 ft front, 62 ft deep. 5,500
25. - A three story dwelling HOUSE and LOT, (first story of brick) on the east side of Spofford st. commencing 14 ft 6 in. south of the southeast corner of Spofford and Washington streets, 33 feet front by 61 feet 9 inches deep. 7,500
26. - Cottage HOUSE and LOT on the southwest corner of Sacramento and Leavenworth sts, 34 ft front by 36 feet deep. 2,000
27. - A one story brick HOUSE and LOT on the southeast corner of Hunkley street and Puckney Place, 22 feet front by 34 feet deep. 4,000
28. - A cottage HOUSE and LOT adjoining the lot on the East, 18 ft front on Hunkley st, 30 ft deep. 1,500
29. - A cottage HOUSE and LOT, the same as the last, on the East. 1,500
30. - A splendid two story and basement brick dwelling HOUSE and LOT on Washington st. commencing 11 ft 6 in. west of the south west corner of Spofford and Washington sts, fronting 20 ft 3 inches on Washington st. by 60 feet deep. 12,000
31. - An elegant building, L. T. on Spofford street, commencing 64 feet 6 inches south of the south west corner of Spofford and Washington sts, fronting 20 feet by 61 feet 9 inches deep. 2,500
32. - A L. T. adjoining on the south, same dimensions as the last. 2,500
33. - A splendid two story brick dwelling HOUSE and LOT on the north side of Greenwich st. commencing 80 feet west of the northwest corner of Dupont and Greenwich, 31 ft front by 30 ft deep. 6,500
34. - An elegant building, L. T. on the southeast corner of Sutter and Powell sts, fronting 24 feet on Sutter st by 60 feet on Powell st. 3,000
35. - A splendid building, L. T. on the east side of Powell st. commencing 80 ft south of the southeast corner of Powell and Sutter, 18 ft front by 47 ft deep. 1,000
36. - A cottage HOUSE and LOT on Read st. bet Clay and Washington, lot 20 ft front by 60 ft deep. 1,000
37. - A two story HOUSE and LOT on east side of Dupont street, between Pine and Bush, No 266, lot 20 ft by 60 feet. 4,500
38. - A two story dwelling HOUSE and LOT on the north side of Pacific street, between Dupont and Stockton, lot 20 feet front by 65 feet deep. 4,500
39. - A splendid two story dwelling HOUSE and LOT on the northeast corner of Sacramento and Pike streets, 23 ft front by 36 ft 8 inches deep. 7,500
40. - A splendid two story and basement brick dwelling HOUSE and LOT on Third street, between Bryant and Harrison, 25 feet front by 73 feet deep. 8,000
41. - A cottage HOUSE and LOT on the south side of Union st. between Mason and Powell, in 50 vara lot No. 355, 20 feet by 75 feet in depth. 1,800
42. - A splendid building, L. T. on the southwest corner of Washington and Powell, 31 ft on Washington st. by 37 ft 6 in. on Powell st. 1,000
43. - A cottage HOUSE and LOT on Mission st. 90 ft east of the southeast corner of Johnson and Mission streets, 25 feet by 160 feet. 1,500
44. - A splendid two story HOUSE and LOT in 50 vara lot No. 407, between Broadway and Pacific st, 23 feet by 133 feet 6 inches. 3,500
45. - A genteel two story brick HOUSE and LOT on Dupont street, commencing 131 ft 8 in. north of the north west corner of Dupont and Greenwich sts, 21 feet 8 inches by 80 feet in depth. 5,500

46. - A neat cottage HOUSE and LOT on the south side of Union st. between Mason and Powell, in 50 vara lot No. 355, 20 feet by 75 feet. 1,800  
47. - A two story HOUSE and LOT on Pine st. 75 ft 6 inches south of the southwest corner of Washington and Pine streets, 20 feet by 60 feet. 1,500  
48. - A genteel cottage HOUSE and LOT on the south side of Union st. bet Mason and Powell, in 50 vara lot No. 355, 20 ft by 75 ft. 2,200  
49. - HOUSE and LOT on Pine st. commencing 55 ft 6 inches south of the south west corner of Washington and Pine sts, 20 feet by 60 feet. 1,200  
50. - A splendid two story brick dwelling HOUSE and LOT on Dupont st. commencing 14 ft 6 in. north of the north west corner of Dupont and Greenwich sts, 21 ft 9 in. by 80 ft deep. 6,000

Total, 50,000 Shares at \$5 Each, \$250,000  
It is to be understood as a condition annexed to the sale of Shares in the above Association that the property mentioned in the above list of Prizes is not conveyed to the respective winners of the same free and clear from all incumbrances thereon. Then they are to receive in cash the same amount that we were to pay the owner of the property. In order also to assure the public of the good faith of the Agents of this Association, and also prevent any fraud in the management of the same, the aggregate amount of said prizes will be deposited by us in the Bank of the City of San Francisco, to be drawn by check signed by us, and payable to the order of each respective winner by name, who on the endorsement of said check will receive the deed of the property mentioned in his respective Prize. And to prove as far as lies in our power that this Association is all that we have expressed and we beg leave to add, that the above list of Prizes is advertised only with the knowledge and by the consent of every property owner and that we are acting as Agents for the Association.  
a7

a7 A meeting of the Shareholders will be called a week previous to the drawing of the Prizes, to be held at a committee to determine the mode of drawing, which will take place on or before the 1st of May.  
Plans of the above List of Prizes can be seen at the office of the Association, where the public is most respectfully invited.

BARBEAU & BARTLETT, Agents,  
150 Montgomery St. (between Hill and Rock)

## J. BERRY & CO., Manufacturers and Importers of

Carriages, Wagons, Carriage Materials  
AND WAGON STOCK.

Hook and Ladder Trucks, and Horse Carriages, manufactured on and repaired in a substantial manner. Engines painted. N. B. Carriage repairing in all its branches, and executed in a manner that will give satisfaction to all who favor us with their patronage.  
a7

Henry D. Page, David Chambers, Francis W. Page,  
Henry D. Bacon, Henry Haught, Sacramento City,  
St. Louis, San Francisco.

PAGE BACON & CO., BANKERS, BATTERY STREET,  
corner of Clay, San Francisco draw at sight in sums to suit.

F. Huth & Co., London.  
D. Hoag & Co., New York.  
Atlantic Bank, Boston.  
Philadelphia Bank, Philadelphia.  
Joseph Lee & Co., Baltimore.  
Louisiana State Bank, New Orleans.  
Page & Bacon, St. Louis.  
Hutchings & Co., Louisville.  
T. S. Goodman & Co., Cincinnati.  
L. Jones & Co., Portland, Me.  
God Duet and Exchange purchased at current rates. a7

## Banking House of Page, Bacon & Co. SAN FRANCISCO, March 27th, 1855.

The Public are hereby informed that the Partnership which expired by its own limitation on the 18th day of February, 1855, has been renewed and extended from that date, and all the members comprising the late firm up to the 18th day of February, as aforesaid are now included in the new and extended firm.

PAGE, BACON & CO.,  
DAVID CHAMBERS, FRANCIS W. PAGE.

## CALIFORNIA STEAM NAVIGATION CO.

Arrangements for January, 1855.

VALLEJO ST. WHARF

FOR SACRAMENTO  
VIA BENICIA

.... Daily, at 4 o'clock P. M. ....

Steamer NEW WORLD, SAMUEL STAMOR, Master;  
Tuesdays, Thursdays, and Saturdays.

Steamer ANTELOPE, D. VAN PELT, Master;  
Mondays, Wednesdays, and Fridays.

FOR MARYSVILLE,  
VIA BENICIA

.... Daily, at 4 o'clock, P. M. ....

BY THE SACRAMENTO STEAMERS, CONNECTING  
with the Company's Light Draft Steamers, which leave  
Sacramento  
a7 Through Tickets issued.

FOR STOCKTON,  
VIA MARINEZ.

.... Daily at 4 o'clock, P. M. ....

Steamer CORNELIA, E. CONKIN, Master, Mondays,  
Wednesdays and Fridays.

Steamer ULLIDA, CLARK, Master, Tuesdays, Thursdays,  
and Saturdays.

FOR COLUSA, RED BLUFFS  
AND INTERMEDIATE LANDINGS.

.... Daily at 4 o'clock, P. M. ....

BY THE SACRAMENTO STEAMERS, CONNECTING  
with the Company's Light Draft Steamers, which leave  
Sacramento  
a7 Through Tickets issued.

Freight by the above Boats must be paid for on delivery.  
For particulars apply at the office of the Company,  
Jackson street, between Battery and Front to  
R. CHERNEY, President.

Office of the California Steam Navigation Co.,  
San Francisco, January 1, 1855. a7

## LEATHER, LACE, & CO.

Ex-Gov. Morton and for sale by the undersigned, Black Enamellet Leather for Carriage Tops.

do Patent do Saddlers.  
do do do Collars.

Blue and Drab Silk Broad and sewing Lace.  
Spokes Hubs Axes, &c. And a general assortment of  
wagon Stock. J. BERRY & CO.  
a7 21 Bush street between Sanson and Battery.

## WONDERFUL BARGAINS!

SELLING OFF AT TUCKER'S

FORTY PER CENT. BELOW COST!

WATCHES DIAMOND CHAINS AND EVERYTHING IN THE SILVER  
LINE, SILVER WARE, ETC. ETC.

OWING TO THE DEPRESSED STATE OF TRADE  
at present I have determined to sell from \$20,000 to  
\$30,000 worth of jewelry at the above prices, rather than  
to borrow money at exorbitant rates of interest. Holding  
as I do a stock of FINE JEWELRY worth \$175,000, it  
becomes necessary to find a market for some of it, and I feel  
willing to make a sacrifice on a small amount. This will  
be the LAST CHANCE that you will ever have to purchase  
such goods at such prices.

No 145 MONTGOMERY STREET,  
J. W. TUCKER.

San Francisco, April 7, 1855.



